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# ≡ TORQUE TUBE ≡

THE NEWS PUBLICATION FOR MEMBERS OF THE 1937-1938 BUICK CLUB



VOLUME XIV • NUMBER 6 • JULY / AUGUST 1996

BUICK  
1937  1938



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## THE 9th CYLINDER

BY HARRY LOGAN #651, Editor

**IT'S RENEWAL TIME!** Most subscriptions expire with this issue. Check the mailing label on the envelope this issue came in. If it's highlighted and reads Expires '96 as most do, then it's time to renew.

*Please use the enclosed addressed envelope for your renewal check in US funds. The rate is unchanged except for Australia, New Zealand and Africa, which is reduced by \$10.*

The one year renewal Air Mail rates are \$34 US, \$35 Canada and \$40 all others. Overseas Surface Mail at \$35 is available if requested.

We are now working on the new Club Roster. Please let me know if you have any changes such as a new '37 or '38 Buick or if you've sold one. Include your e-mail address if you would like it listed. This way your entry in the 1996-1997 Roster will be up-to-date.

*Please use the enclosed self-addressed envelope for your renewal check and any changes. Thanks.*

I want you to meet our new member **Ronald Nobrega** (#1191)

in Greenville, Rhode Island. Ron owns this 1938 Special 4-Door Trunk Back Sedan Model 41 (below). Ron says the interior is in excellent condition. Ron bought the car in Maine from the second owner. He had covered the car and stored in a barn for 35 years. The car needs some chrome redone as well as new window channels and window rubber. Please contact Ron at home (401) 949-3409 if you know of someone in the New England area who restores '38 Buicks.

**Richard Mailand** (#1194) from Long Island, NY just joined the Club. He recently bought a black '38 Century Sedan Model 61 in Connecticut. His father bought him a used green 38-61 in 1939 when he finished High School. He wanted a Century as his friend had a '37 Century Sedan that was very fast. Richard loved to race other

cars with his '38 Century. He says no car could beat him. A Harley Davidson motorcycle came the closest. It could stay with but not pass him. He stored the car during his W.W.II service in the Army



FOUNDED IN 1980 BY DAVE LEWIS





Air Force and kept it until '52 when he traded it in for a 1951 Roadmaster.

This top photo shows what can happen when an engine backfires. A hole was blown in the intake manifold gasket. This air leak upsets the air/fuel mixture from the carburetor to the cylinder and you end up with a power loss. I don't remember when this happened, but found it while inspecting my engine compartment.

This very nice gray 1937 Special 4-Door Trunk Back Sedan Model 41 belongs to **Dave and Joyce Powell** (#914) in Pasadena, CA. Notice the aftermarket grille guard in this bottom photo.

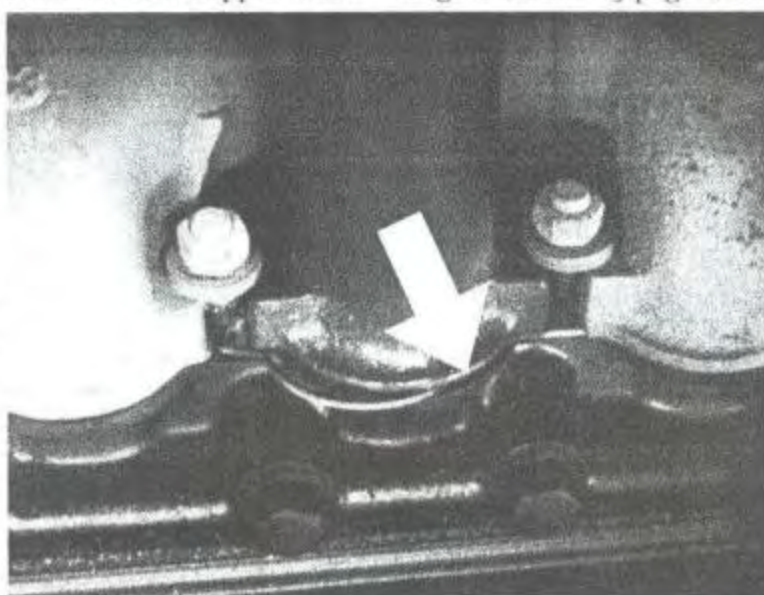
This car (top of page 3) was restored by former member **Ken**

**Schmidt** of Sacramento, CA., then purchased several years ago by Dave Powell. This photo of the engine (bottom of page 3) shows the car still has

its original AA-1 Stromberg carburetor, a heavy duty oil bath air filter and starts using the original vacuum starter switch.

South American Club member **José Pardo** (#558) in Colombia writes: "I would like to take this opportunity to thank you and Dug Waggoner for the superb job of keeping the Torque Tube alive and well; it is a matter of love and dedication. Literally, we couldn't do without it!"

**Bill Whyte** (#968) in Scotland writes: "Left-hand drive American cars are accepted



## ≡TORQUE TUBE≡

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as normal in the U.K. And may even command a higher price than a R.H.D. version. But how would Americans react to a R.H.D. U.S. built car in America? It may be old age, but I find driving a L.H.D. car in the U.K. very difficult."

ED: I lived and worked in the U.K. in 1961. I purchased a brand new L.H.D. Volkswagen. I did not pay the huge (like double the price) import tax as I was taking it back to the U.S. I actually got reassigned to Belgium for 4 years and took the car there and then back to California. But driving a L.H.D. car in the U.K. can be dangerous as they have many two lane roads. To pass another car, you have to pull way out into the oncoming lane in order to see around the car you want to pass. But parking is easy, you just look down at the curb to see how close you are.

Driving on the left in New Zealand last February and March brought back memories of when I lived in the U.K. It's a little scary the first few times you try it. Just ask **Cecil Don** (#637) who was with me.

Speaking of New Zealand, this photo (top of page 4) was taken during my recent visit. It's not a '37 or '38, but it is a Buick. About a 1917 I believe and unrestored with the original paint. It had been in storage for over 60 years and has only been run for the last year or so. The two bearded owners fit the car perfectly. They looked like they just stepped out of the old **Beverly Hillbillies** TV show.

I received a philosophical letter from former member **Jim O'Conner** (#534) in Pittsburgh who

writes: "After many years, ten to be exact, of enjoyment of my 1937 Special Slant Back Sedan, I just got sick of looking at it in my garage. A friend offered to buy it for his son at a good cash price. I jumped at the chance to be released from the burden. Since I retired, I have no interest in anything but newspapers, TV and my house! I remember

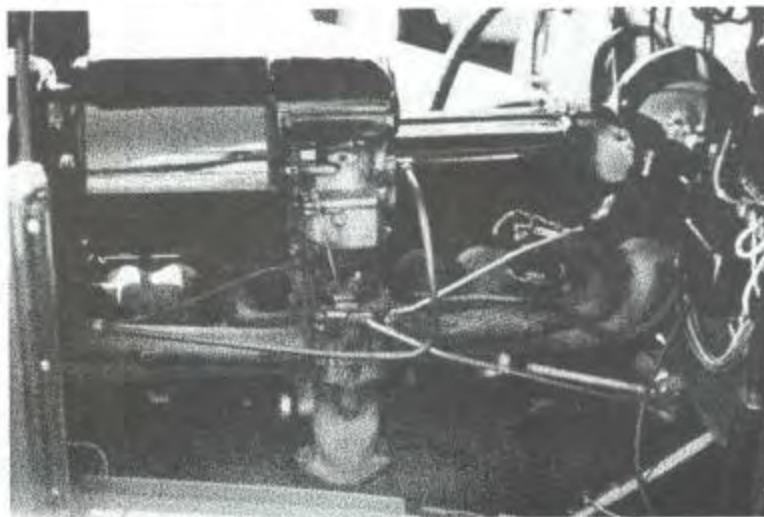
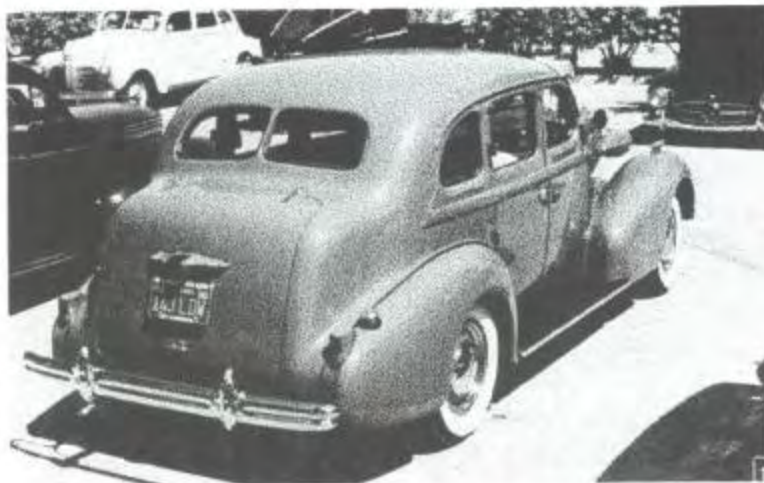
when I was in grade school they taught us you only need three things in life to survive .....Food, Shelter, Clothing. They never mentioned old cars."

Would you like a W.W.II "A" gas ration sticker for your car? We'll give you one if you can buy them for \$1 each from Manny Sopas, 5 Hemlock St., Arlington, MA. 02174. Telephone (617) 648-4467

**Joe Krepps** (The Buick Nut) in Florida was planning on having ring and pinion gear sets reproduced in either 3.6 or 3.9 ratio. In issue number 4 we ran a story on this and mentioned he needed a minimum of 40 people to sign up.

I received a letter from him in late June and he wrote: *Thanks for running the story on the high speed ring and pinion gears. Too bad I did not get one response. I guess most people don't realize the cost of getting something like this done. I really feel badly for the overseas people as they really want them. So if you need a set, contact Joe at (407) 636-8777 right away!*

The June 13th issue of **Old Cars Weekly** had an interesting article by Bob Loudon entitled **Early Racing Memories**. In it, Bob had a lot of good things to say about racing in his '38 Century. Here's a shortened version of his article:





Racing was my abiding interest as far back as I can remember. I was in California right after World War II and attended the races in the San Francisco Bay area; hot rods, midgets and sprint cars. Upon returning to the Chicago area in 1947, I became caught up in stock-car and hot-rod racing. In my first race, I drove a '38 Buick Century on the old half-mile dirt track at DeKalb, Ill., and lead the whole race.

To separate the fast cars from the slugs in the '20-'40s, there was one standard. The fast cars were big cars. We are talking straight-line speed here. I can hear some old timers howling but, in stock form, Fords were not that fast and Mercurys, Chevys and Plymouths were totally out of it.

Beginning with GM, Buick Centuries and Roadmasters were the fastest car going from about '36 on, particularly the Century. Cadillac and LaSalle were not too far behind, although they did not accelerate like Buicks. Olds eights and Pontiac eights were decent, but much slower than Buicks.

The Lincoln-Zephyr was the fastest Ford product. It would struggle a little past 90 mph, but the Fords and Mercurys, in stock form, would seldom top 90. Packard's

versions of the Buick Century and Roadmaster, the 160 and 180 with overdrive, were very fast cars. These had a big eight, and would really go.

There were quite a few of us who had discovered Buick Centuries, and we had lots of fun with them. In 1950, somebody wrote in to one of the car magazines asking for an opinion on the performance of a new '50 Olds 88 compared to a pre-

war Buick Century. They responded that they found a road test from a 1941 Motor magazine in which the Buick Century did 0-60 mph in 12.1 seconds and topped out at 104 mph. A '50

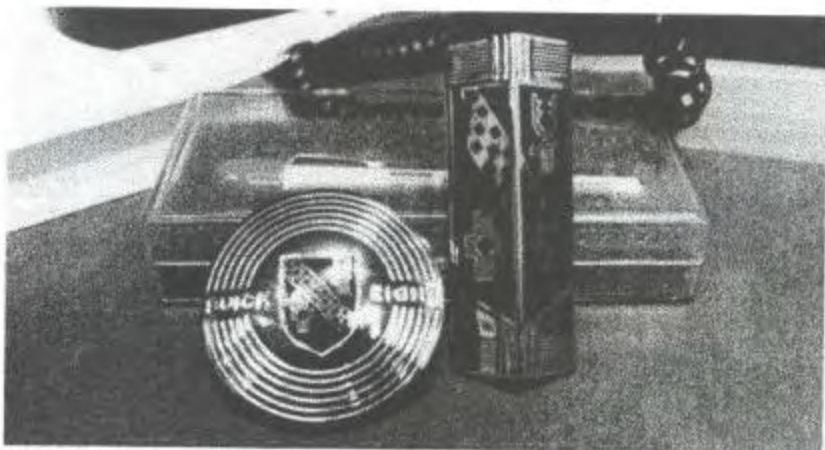


Oldsmobile 88 that was also tested did 0-60 in 13 seconds and topped out at 98 mph.

I had an argument at that time with one of the fellows who had a brand-new Olds 88 coupe. I re-

minded him how my '38 Century gobbled up Oldsmobiles, and he admitted this was possible. However, he pointed out that my Buick wasn't stock, which was true. To make my point, I suggested that I would race him with my dad's stock '38 Century.

Dad's car was a typical old man's car in that it was very nice, but also 12 years old. I expected his car would run well. It did! We went out on a five-mile straight stretch and started from a standstill. In low gear, the Buick was a car length ahead. In second, it was about three and in high it just kept on going!



To illustrate my comments on the Buick Century, let me take you back to my introduction to these great cars. In 1948, a friend of mine bought a beautiful, mint-condition, '40 Buick Century club coupe. I had

already owned a '38 Buick Special which had the terrible 4.44 rear-end gears (then called city gears). With that setup, this car wouldn't do 80 mph. My '39 Special with 3.9 gears ran very well. It would run up into the 90s. However, I was unprepared for the mind-boggling experience of racing against a good Buick Century.

My friend in his '40 Century blew me away so



easily that I could have been riding a bicycle. This was a stock Buick and there we were, several nights later, riding in his 1940 Century looking for a local hot rodder who owned a 1939 Ford convertible powered by a full-race "stroker" flat-head V-8.

This Ford had quite a reputation, and it took some confidence to search him out for a sprint in the "boonies" (back country roads). We found him at a tavern out in the country, and he was only too happy to engage us in a race.

It should be noted that the Ford owner was alone, and my friend had my 200 lb. frame helping hold down his Buick. Even so, we were dead even in low gear. At about 55 mph, in second gear, again we stayed even. Then, we shifted into high gear at better than 80 mph. The Buick just took over and went.

We ran three times with the same result. This contest illustrates the performance of these big Buicks at that time. It suggests that it would have been totally folly to challenge one of them with a stock Ford, or most anything else, back then.

So began a new chapter in my life. I went looking for a Buick Century and found a '38 that started a very thrilling time for me. Several other Buick Centuries followed.

Anyway, when old timers tell you of their 100 mph '34 Fords and six cylinder Plymouths, well, if it makes them happy to remember it that way, what the heck!

The August, 1950 issue of **Hot Rod Magazine** published an article on Buick Engine Con-

version to increase the horsepower. I'm not sure members would want to do some of the things mentioned like regrinding the cam, installing racing pistons, installing dual carburetors and manifolds, increasing valve spring tension etc. But I found these bits of information interesting:

- Most Buick cylinder walls are heavy enough to allow an increase of .125 inch bore size without danger of breaking into the water jacket. An increase of .125 inch gives a bore of  $3 \frac{7}{32}$  inches for the small engine and  $3 \frac{9}{16}$  for the large engine, increasing the displacement to 268 and 343 cubic inches respectively.

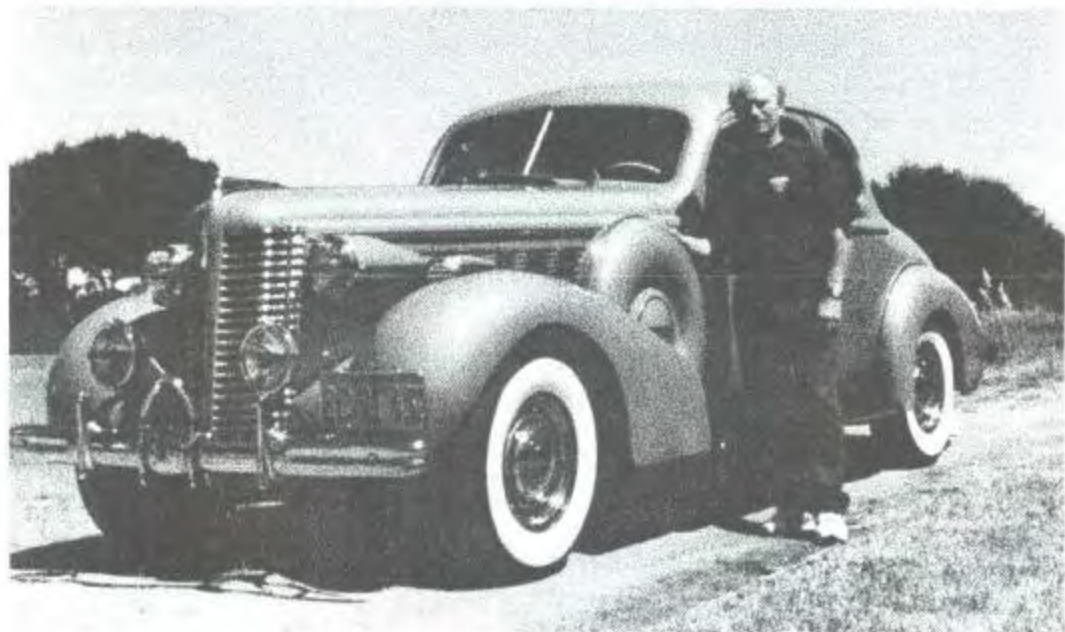
- Head gaskets for both sizes of engines are available in two thicknesses: .015 and .05 inch. These gaskets are interchangeable, allowing small compression ratio increases by merely changing the gasket. Milling the head .100 of an inch and installing a thin head gasket has been found to be a good combination for general use when premium fuel is used exclusively.

- Two types of turbulator heads have been used by Buick. '41 to '50 models have a recessed or concave area in the turbulator portion of the head while the same area in the '38 to '40 piston heads is flat.

- Buick began using hydraulic lifters in some engines in 1948. Hydraulic lifters do not function properly at high engine speeds, making them impractical for most converted engines.

- Normal oil pressure is 35 psi at 35 mph.

- A valve lash (clearance between valve stem and rocker arm) setting of .017 inch (Buick rec-





ommends .015 inch) is recommended if the engine is warmed up in the shop.

Buick used a cloisonné crest on 1937 horn buttons and center grille emblem. Several members have asked where to have theirs redone. Dave Lewis, our Club founder, had been using a company in New York state called Enamel-It, but they are now out of business. Can any member recommend someone?

All '38 Buicks except the Limited came standard with plain fenders. **Sidemounts were an option.** But on 1938 Limiteds, sidemounts were standard and **plain fenders were an option!** See page 132 of the 1938 Salesman's Fact Book. This was also true in 1940 and probably other years as well. Buick Historian Terry Dunham pointed this out to me. He has a 1940 Limited with the optional plain fenders.

New member **Tom Martindale** (#1198) and his Cezanne Beige '38 Century Coupe Model 66S (bottom of page 5). This car was restored by **Howard Vaillancourt** (#440) in Connecticut. Tom invited **Thom Schuttish** (#6) and I over to his home in Santa Cruz, CA. to see this great car. It's a beauty!

The lady who rents me a garage has some old rac-

ing photos displayed on her apartment wall. She explained that her father, Alden Sampson built

Indy race cars at Sampson Motors in Los Angeles. His cars competed with cars built by Miller and Offenhauser.

Sampson's was the first Indy car to have radio communication between the driver and pit crew. Hopefully their radio was smaller than the breadboard shown in the middle photo.

I have seen Sampson's name mentioned in some of the old **Motor Age** magazines I read to look for information to reprint in the **Torque Tube**. One article mentioned that his car came in 6th in the 1940 Indy race.

The bottom photo shows driver Louis Meyers and Alden Sampson. Meyers won the Indy race twice before W.W.II. He recently died at the age of 93. Alden Sampson wasn't so lucky. He was killed in a traffic accident in 1951 while taking a new motor back to Indianapolis one week after visiting his daughter here in Los Altos, California.

The latest issue of the British W.W.II magazine **After The Battle** has this photo of a '38 Roadmaster with the front bumper accessory grille guard and aftermarket radio antenna





mounted just after the sidemount. The car belonged to General Ira Eaker, Commander of the 8th Air Force. The base was at Bushy Park, Middlesex, United Kingdom.

The man in the photo was a British employee at the base. Glenn Miller and his band played there in August, 1944 and autographed the back of this photo. Shortly afterward, he disappeared on a flight to the Continent.

Eight years ago when I bought my '38 Century I had a major problem with overheating. I had the radiator recored, water pump rebuilt, new thermostat etc. This improved the problem some, but it still would overheat on a warm day. I finally traced the problem to the wrong size fan pulley. It had a 7 inch in diameter instead of a 5 3/4 inch pulley, causing the water pump to rotate more slowly. My car no longer overheats after changing to the correct size pulley.

This white 1937 Roadmaster Convertible Sedan Model 80C with fender skirts and chrome sidemount tread covers belongs to new member **Randy Caillier** (#1202) of Palos Verdes Estates, California. Randy says his car has been in the Hollywood Christmas parade for the past 6 years and was personally chosen by Bob Hope to ride in when he was the grand marshal of the parade.

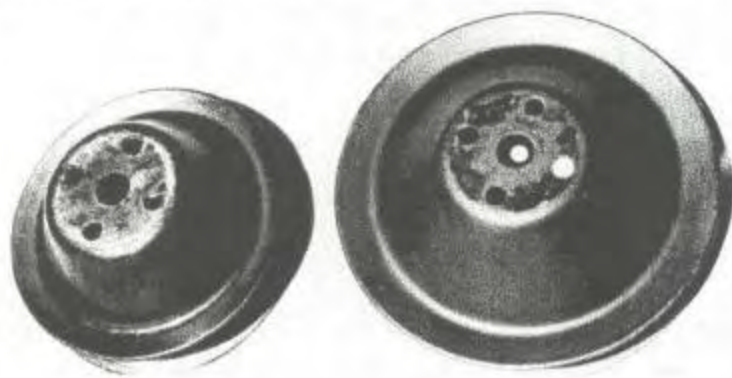
Randy joined the Club on July 15, becoming our **500th paying member** for the 1995-1996 year. We now have more members than at any previous time in the Club's 16 year history!

New member **Harry Keper** (#1203) in Illinois owns a very nice black '38 Special 4-Door Sedan with sidemounts, radio and heater. He has owned his car since 1952!



Australian program **Neighbours**. Bill says these '38 Buicks are appearing everywhere!

**Ray Vanyek** (#173) sent us a very nice letter along with a renewal check for two more years. Ray writes: "In 1980, Dave Lewis had a novel idea when he founded the 1937-1938 Buick Club. His dedication and hard work gave the club a rock solid foundation.



Next, Bill Olson with his unique expertise, stepped in to carry the organization to new heights of publication efficiency and professionalism. Then Harry Logan and Dug Waggoner teamed up to further improve a first rate publication which improves with each issue.



In my view, each of the above individuals contributed an essential part to the life of this fine organization, just as vital components are assembled to create a classic 1937 or 1938 Buick. I am proud to be a member of this group and look forward to every issue.....**Ray Vanyek** (#173) Thanks Ray for such a nice letter.

*Harry*



Gracing the front and back covers of this issue are two of José Pardo's prized possessions. His AT-6 Texan Trainer and a 1937 Roadmaster. José grouped his two gas guzzlers together for a family portrait. The Roadmaster gets 10 MPG while the Texan's 600 horsepower radial engine burns 36 gallons per hour. The back cover photo was taken at the Aeroclub del Pacifico in Cali, Colombia. There are several antique aircraft there and the Club is considering a special membership for antique cars in a long range plan for the creation of a transportation museum.

## FREYA GOES SOUTH OF THE BORDER

By José Pardo (#558)

(ED: Several years ago, our former Editor Bill Olson sold his 1937 Roadmaster Sedan he named "Freya" to José Pardo in Colombia. Until recently José kept the car in Miami, FL. This article tells of José's adventures bringing his car home).

When I became the proud owner of that beautiful car on October 6, 1992, neither Bill Olson nor I were aware of the long journey ahead of it.

We drove off from Bill's home in Columbus, Ohio and headed straight to Hershey with two friends. What a way to visit the Antique Car Mecca! We filled Freya with antique goodies and left for Washington, DC then via I-95 to its temporary new home in Florida.

For a year I used the '37 Roadmaster during my short visits to Miami. Then this happiness turned into a two-and-a-half-year frustration as my insurance company would not renew their policy. Not being a full-time resident and not having a modern car for daily use seemed to be part of the problem.

I was on this dead-end street when Hugo Suarez, of the *Club de Automoviles Antiguos y Clasicos*, told me about the First Central American Antique Car Rally in which a num-

ber of Colombians were going to participate. The rally was from Panama to Costa Rica and back. My wife, Stella, and I flew to Miami on March 22, 1996 and soon had Freya on the deck of the *Seaboard Trader* sailing from Miami to Panama.

On March 28 Freya joined 42 other cars for a two-day show at the Panama Hotel, then a six-day rally to San José, Costa Rica and back to Panama. This trip took us through some sweltering temperatures to the cold and lofty elevations (3,500 meters or 11,000 feet above sea level) of *Cerro de la Muerte* (Death Pass) in Costa Rica.



German Ortega, Colombia's best-known antique car restorer, had three cars in the rally, including a 1928 Ford Speedster he drove and a 1928 Ford Delivery Truck carrying a mobile repair shop for anyone in need. Freya received some help, but the most notorious repair was that of a 1956 VW Cabriolet whose main belt pulley broke into pieces but was fixed

with oxyacetylene welding equipment brought along.

Back in Panama the participants from Colombia and Ecuador boarded the ferry *Crucero Express* going along the Atlantic coast from



Colon, Panama to Cartagena, Colombia.

For the next three days we drove from Cartagena to Cali with a one-night stopover in Medellin as guests of our rally companions from that city. On April 9, we made it to Cali, final home of Freya after 4,100 miles of nearly trouble-free driving.

Going up hills during the trip we had a few stalls due to fuel starvation. After a minute or two of auxiliary fuel pump operation, however, we were able to get the car started again. Hot starts are not one of Freya's strong points, sometimes a 12 volt battery boost is needed. To cure the problem I took the car to my friend Alfonso Guzman's antique auto repair shop.

We found

rust and some sort of coating inside the gas tank that was peeling off and clogging the fuel system.

I had the hood and fenders stripped down to bare metal to remove some dimpling left by previous restoration work. The engine work Bill Olson did when he owned the car paid off. (See the ten page account of this in *Torque Tube* Vol. IX, No. 9) The engine not only looks beautiful but also runs great.

The rally was a milestone in my life. It was sort of a Sentimental Journey for me because during the summer of 1956 after I finished high school in Windsor, Ontario, Canada, my parents gave me a '55 Chevy that had only 1400 miles on it. In the Winter of 1956 I made a trip in this car from Canada through the US,

Mexico, Guatemala, Honduras, El Salvador, Nicaragua, and Costa Rica. That was as far as I could go; no highway link existed from Costa Rica to Panama. It took 40 years, a 1955 Chevrolet and a 1937 Buick for me to make it all the way to my home town of Cali.

For years I've been dreaming about the next stage: a South America crossing starting in Argentina and driving north to Colombia. To that end I wrote

to 1937-1938 Club member **Carlos Garcia**

(#923) who owns a 1937 46C Special Convertible Coupe in Argentina. He probably knows what is available locally in the way of a 1937 Buick for the journey.

The Roadmaster is my guide for the

ground-up restoration I am about to begin on my '37 Century Two-Door Sedan.

After looking for running board cores to no avail, I will have exact replicas made locally and sent to Hundley Acuff in Georgia to have new rubber vulcanized on the cores.

There are other '37 and '38 Buicks in Colombia. Besides the '38 Special Convertible Coupe owned by **Tomas Steuer** (#713), Rodrigo Sarasti's '37 Special and my own '37 Century and Roadmaster, I have been able to locate a '38 Special owned by the Canaval family in Cali and a '37 Special owned by Israel Andrade in Popayan. Surely there are more.

By year's end I would like to fill the empty parking space left by Freya in Miami with another '37 Buick. Right now I have my mind set







*Freya in front of the Aeroclub del Pacifico clubhouse in Cali, Colombia.*

on a 40 or 60 series coupe.

Perhaps I should explain this love affair of mine with 1937 Buicks. It's related to my childhood, since my earliest memory of a car is of the family's Limited in Cali, and the jump seat I used to sit in as a child. Unfortunately that black Series 90 that now means so much to me was sold in 1947, disappearing without a trace into oblivion.

The Art Deco styling in the car design, with its graceful contours, is so pleasing to the eye, as were many of the buildings, furniture, and machinery built in the late 30's. In addition, I was born in 1937, which ties me closer to this era.

As we grow older we begin the search for our past. Except for our memories, most of it is gone. There may be a few photographs of Mom and Dad, a family group and perhaps that

old Buick as well.

Our hearts fill with nostalgia trying to relive the past; but all we find left is a twin of the old Buick. We give the car all our love and care, confer on it a soul, and even christen it. Now it's alive: it breathes, it moves, maybe even feels,

making us sentimental by turning back time. Wasn't it a time machine that we were striving for? Well, this is the closest we can get to it and well worth it! This might be our way to eternity.

Our Buicks are very stylish, elegant, classy, and monumental...what else can you say? Yet even in the United States as well as the

other countries I passed through, I was approached by some people who wondered if the Roadmaster was Al Capone's car, and who suggested that a Tommy gun might be one of its accessories. Of course they were just joking,





but they reminded me of something. In recent years Colombia has received much negative publicity concerning the drug trafficking, which has stigmatized all its citizens. There are 30 million people in this country who, although not involved in the drug trade, are unfairly stereotyped and thus negatively affected.

My wife Stella (*bottom of page 10*) and I are frequent travelers; on many occasions we carry along the Club's membership roster, looking for members in faraway places. While visiting Vancouver, Canada, I phoned **Jack Shepherd** (#138). The next morning Stella and I were flying aboard a De Havilland Beaver Bound for Nanaimo, B.C. Jack was waiting for us at the seaplane base. It was instant friendship. He drove us to his home in a 1938 two-door convertible. Stella sat in the rumble seat; what a sight! Then we took a close look at his beautifully restored '37 Phaeton.

In the summer of '93 we flew to the US and Canada in our own airplane for a North American Trainer Association meeting and fly-in at Casper, WY. (We own an AT-6 Texan trainer built by North American Aviation).

I called **John Bays** (#714) who owns a '38 Special. Small world, I learned from him that Freya was purchased by Bill Olson in Wyoming, and that it used to be a Colorado car. Bill has written in the **Torque Tube** about two previous owners who performed terrible engine overhauls.....connecting rods assembled backwards, etc.

In Miami I visited fellow member **Antonio Morales** (#1060), this time our chat about Buicks was carried on in our native Spanish language. Except for the inconvenient distance, wouldn't the Miami Beach Art Deco District be a fitting place for an East Coast Meet of our Art Deco cars?

In the search for parts I have talked long-distance with many members like **David Byslma** (#117) and **Dave Tacheny** (#997). All in all it's a large and spread-out family.

Our club has united us to share this common interest and to meet some wonderful people at both East and West meets. I am especially grateful to Clint Preslan (#461), Charles Van Koten (#388), Marv Rhynard (#327) and Bill Olson.

## FREYA IS RIGHT AT HOME WITH THIS ART DECO FLYING MACHINE





# CALIFORNIA TO TEXAS IN A 1938 BUICK

By Cecil Don (#637)

As some of you know, I am an active member in the Buick Club of America, Sacramento Capitol Chapter. So it won't come as a surprise that I drove my oldest Buick to Plano, Texas (near Dallas) to the 1996 Buick National Meet.

Since my wife Shirley said you must be crazy to think that I will cross the country in a nearly sixty year old car in July with no air conditioning and no backup vehicle following, I invited my friend Bill Reichelderfer to go along with me. Bill's answer was "YES."

So the trip was planned and we left in the '38 Century on Friday morning July 12th heading for Reno, Nevada.

We continued east going over 5 different summits greater than 7,000 feet (2,100 meters) to Ely, Nevada. In the state of Nevada gambling is legal and "Slot (coin) Machines" are everywhere.

Saturday we continued east to Baker which is on the Utah border where we fueled the car and had breakfast. The west side of the restaurant is in Nevada with slot machines and east side is in Utah with no slot machines. At this point I was beginning to see why they call this road the loneliest highway in the USA because we

would meet another car about every five minutes. The Utah scenery was beautiful, but soon we crossed the border into Colorado.

On some of the hard pulls in Colorado, we

noticed the engine was starving for fuel and would cutout momentarily. We got to Delta, Colorado in the evening but couldn't get a motel room. So we found a shady spot and diagnosed our problem. The car has an electric fuel pump between the tank and the manual fuel pump. It was clogged and not working, so we cut a piece of the vacuum hose going to the windshield wipers and routed it around the electric fuel pump. That cured our fuel problem. We drove on for another half hour and found a room in Montrose, Colorado.

We left at 8 am on Sunday morning to cross the Continental Divide before it got too hot. About 100 miles later we

reached Monarch Pass, elevation 11,312 feet (3,448 meters). We stopped there for about 30 minutes for a snack and to take some photos. (see photo at top of page 13)

We continued on to Salida, then Lamar, Colorado near the Kansas border. We turned south and soon crossed into Oklahoma and on to Amarillo, TX where we spent the night.

Then we drove about 350 miles (560 km) to reach our destination, the Harvey Hotel in Plano, TX. The Harvey was the host hotel for the meet. We had arrived on Tuesday morning, a day early. We had driven 1,910 miles (3,056 km). After breakfast, I rented a Lincoln Town Car and we drove to the Southfork Ranch about 10 miles (16 km) away.





This is where all the episodes of the TV series **Dallas** were filmed. We had a good tour of the ranch. In the afternoon we drove about 50 miles (80 km) to Arlington where we toured the Dallas Cowboy's football stadium.

The meet began on Wednesday July 18. After breakfast, we drove the '38 Century to the Plano Convention Center, checked the car in and had a safety check and photo taken of the car to be used if we won any awards. Then we and other BCA members were driven to the General Motors Parts Warehouse in Arlington for a tour. The warehouse was huge and stocked most parts used in any GM car, from engines and transmissions to molding clips.

Then we were bused to the new Texas Ranger's baseball stadium where we had a tour and lunch in the Home Base restaurant. After returning to host hotel and having supper, we went to the Hospitality Room to visit with Buick friends from all over the US, some of whom we only see once a year at the BCA National Meet.

Friday we drove to the Convention Center where we washed and waxed the Buick. It looked pretty good considering it had been driven almost 2,000 miles (3,200 km). In the afternoon we drove our rental car to Dallas West End and had lunch at a nice place called Hooters. After lunch we walked to the John F. Kennedy Memorial and then to the Book Depository. It is now a museum. We went up to the sixth floor window from where President Kennedy was shot.

Saturday, we drove over to the Convention Center where the cars were to be judged. We

walked around looking at all the beautiful Buicks. **All the '37-'38 Buicks were owned by Club members.** These three 1938 Specials all won Gold Awards. The cream convertible (*this page, bottom*) belongs to **Dan Burrows** (#1125) of Amarillo, Texas, the Business Coupe Model 46 belongs to **James George** (#23) of San Antonio, Texas (*page 14 top*) and the 1938 2 Door Trunk Back Sedan (*page 14 bottom*) belongs to **Jesse**

**Cahue** (#719) of Kalamazoo, Michigan. **Congratulations Fellows!**

Late that afternoon we took the Buick back to the hotel to start loading for the trip home.

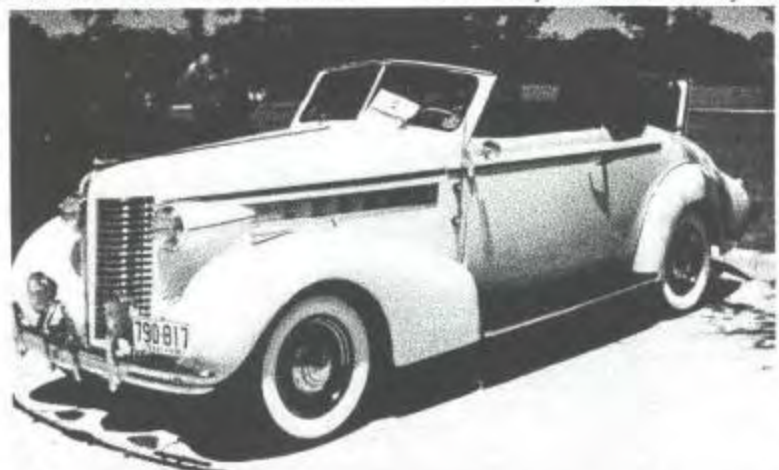
Then we headed back to the Convention Center for the Awards

Banquet. It was held in a large, beautifully decorated room. After dinner, the Awards presentation started. The first award was for the longest distance driven. I got a thrill when I saw a photo of my car on the big screen and it was announced that the winner was a 1938 Buick driven 1,919 miles (3,056 km) from Yuba City, California. I received a large trophy. Then I was surprised again when they announced my car won a second place

award in its class. I was plenty proud of that '38 Century. On Sunday with the Meet over, we got up early to head for home.

We decided to take the Southern (warmer) route home. With the warm temperature in mind I installed a reproduction

evaporative cooler that mounts on the front passenger window. We planned to take a leisurely four day trip. We headed towards Amarillo, then west on Interstate 40 to Gallup, NM. Since leaving the National Meet we had traveled 811 miles (1,300 km).





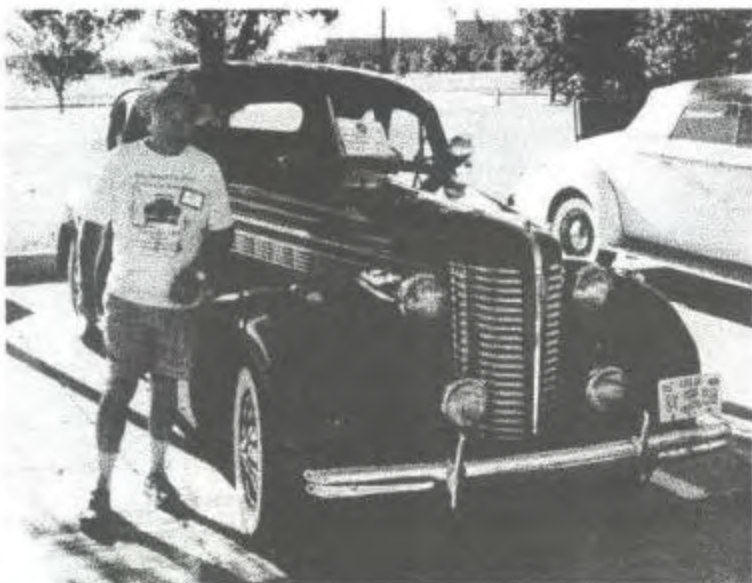
The next morning, we headed to Flagstaff, then Kingman, AZ and finally stopped in Needles, California. When I was paying for the gas, the cashier suggested it would be better if we got an air conditioned motel room and got some sleep so we could leave about 3 am to beat the heat. Otherwise she said it would be a trip of over 200 miles (320 km) with a daytime temperature of 120° F (49° C) all the way across the desert. I thanked her for the advice, but we got in the old Buick and headed west across the desert.

The old water cooler wasn't as good as air conditioning, but it did bring the temperature down to about 85° F (29° C) with all the windows up and the cowl vent closed. We passed a lot of modern cars on the side of the road with their hoods up and steam coming out of the engine compartment.

We pulled into Barstow in the early evening, then headed toward Mojave and over the Tehachapi mountains to Bakersfield. We then picked up Highway 99 north to Fresno where we stopped for our last fuel stop.

We arrived home at 1 am, so our leisurely 4 day trip turned out to be 2 long days. The last day from Gallop, NM to Yuba City, CA was 1,012 miles (1,619 km). This '38 Buick Century is a proven tour car and supports the old saying that **When better cars are built, Buick will build them.** We drove a total of 3,733 miles (5,973 km) on 268 gallons (1,015 liters), averaging 13.9 miles to the gallon of fuel and used 4 quarts (4 liters) of oil. I already

have my hotel reservation in St. Louis for the 1997 Buick National and I'm planning on driving my '38 Century there too!





# CONVERTIBLE DOOR ALIGNMENT

## Technical TIPS



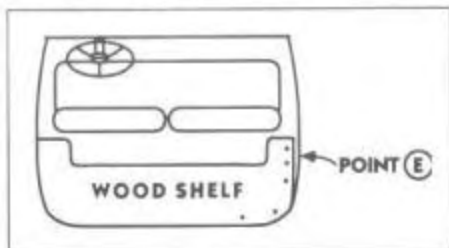
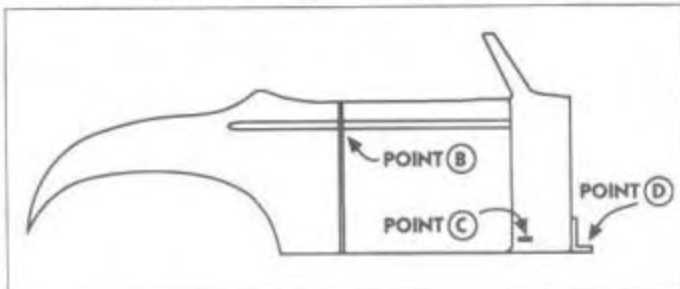
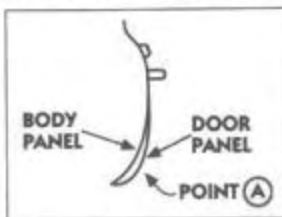
By David Bylsma (#117)

If your convertible coupe door bows out at the bottom like **Point A**, the problem is normally not in the door. To align your door, first look at **Point B**. Does the stainless body molding and the ridge in the door align to the body? If the door is a lot lower than the body, you will have to lower **Point D** by taking out some shims from the **Point D** body mount or use a thinner body mount. This will **raise** the back of the door. If **Point D** is as low as it can go, you will have to raise **Point C** by adding shims to the body mount at **Point C**. That will also **raise**

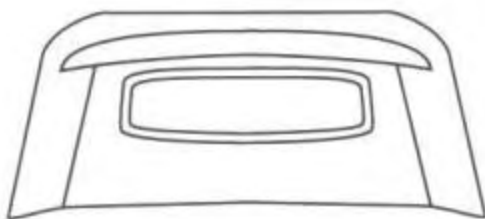
the back of the door. Once the door aligns close to the body at **Point B**, inside the door jam there are

some adjustments. Now that **Point B** aligns, the next problem is **Point A**. To get the bottom of the door to come in and align with the body, you must push the top part of the body in towards the opposite side of the car. By pushing in the top of the body, that will bring in the bottom of the door.

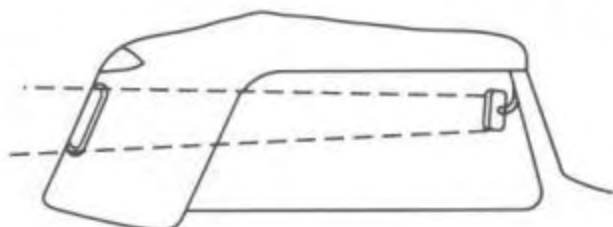
Look at **Point E**. The wooden shelf is held in by bolts. Loosen the bolts and push in on the top of the body. If it does not move in far enough for the bottom of the door to align, then trim some off that side of the wooden shelf. This will allow the top of the body at **Point E** to move in enough for the bottom of the door to move in and align with the body.



# CONVERTIBLE TOP REAR WINDOW



When mounting your window on the convertible top flap, be sure to mount it high enough so you can see through it, out of your rear view mirror. If you center the window on the flap up and down it will look good, but you



will not be able to see out of it, through your rear view mirror. You must set it up high on the window flap. But watch you do not go too high so the top of the window goes under the convertible top flap.





Technical

# TIPS

By Greg Marshall (#148)

## REPRO COUPE AND SEDAN TAILPANS

I found this item in an issue of *Street Rodder* magazine and thought it would be of interest to our Club members. I know my car could have used something like this as it had rust damage on the weatherstrip channel and around one of the bumper bracket holes.

A company is now making repro tailpans for 1937 and 1938 Buick 40/60 Series coupes and sedans. Their literature says:

Coupes use Panel 13A. It is a special factory order. It is a two-piece tailpan with upper and lower sections. They are not sold separately. Minor modifications may be needed in fender flange area and at

connection to toolbox depending on specific model.

The price is \$275.00 plus \$24. shipping.

For sedans, a slight modification is needed. Far upper left and right portion

of panel needs to be cut off for proper installation. Price \$245.00 plus \$15 shipping. Call the factory if you need a 80 or 90 Series tailpan.

Their literature also states:

- Includes complete weatherstrip channel.
- Stamped in the USA from steel the same as or thicker than original thickness, depending on model.
- Includes complete bottom flange with bumper slots removed.
- These are the highest quality panels available die-stamped in the U.S.A.

Contact them for literature or information.

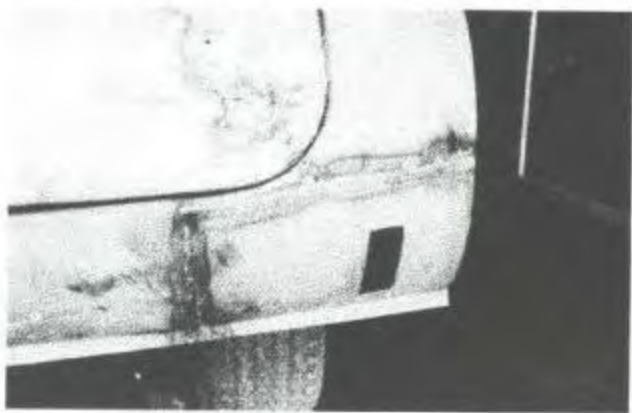
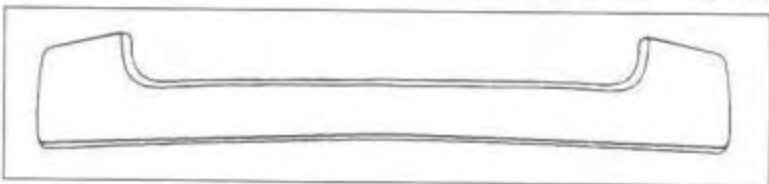
**EMS Street Rod and Truck Shop**

P.O. Box 24362

Cleveland, Ohio 44124-0362

Order Desk: (216) 446-1620

They make tailpans for Buick, Oldsmobile, Pontiac, Chevrolet and Fords. They also make Chevrolet rocker panels and Ford floor pans and trunk repair sections etc.



## RESTORING WEATHERED AND CHECKERED RUNNING BOARDS

By Jim Wallace (#283)

A tip I learned from a local restoration shop helped me restore my running boards. Using Bondo, I reshaped the worn sections. A 50-50 mixture of gray primer and black lacquer paint does a remarkable job to add the proper finish.





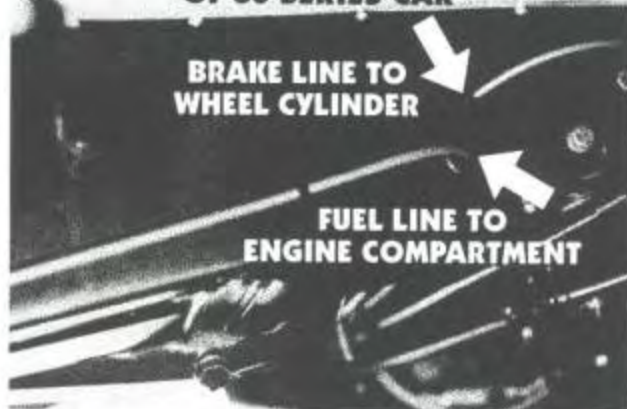
# CORRECTION TO LAST ISSUE

The middle photo on page 17 of the last issue shows the fuel and brake line routing on the right front of a sidemounted '38 Roadmaster. There were two labeling mistakes. The photo at right shows the correct labels.

Unlike Specials and Centuries, the right brake line on Roadmasters runs from the inside of the frame to the outer frame rail in *front* of the sidemount bracket before going to the right brake cylinder. So the brake line cannot run through the hole in the sidemount bracket as it does on sidemounted Special's and Century's. The Roadmaster's left brake line *does* go through the hole in the left sidemount bracket.

## Technical TIPS

### UNDER RIGHT FRONT FENDER OF 80 SERIES CAR



## RARE WINDSHIELD WASHER

By Dick Oellers (#1075)

My unrestored 1938 Model 41 sedan has a windshield washer mounted on the left firewall next to the voltage regulator. The vacuum lines go through the firewall and connect both to the windshield wiper vacuum line and the washer

control. The washer control is mounted on the left side of the dashboard above the emergency brake handle. It attaches to the lower lip of the dashboard. My '38 windshield wipers were factory drilled for threaded nozzles. The nozzles or jets are screwed in and rotated for correct direction. Voila!





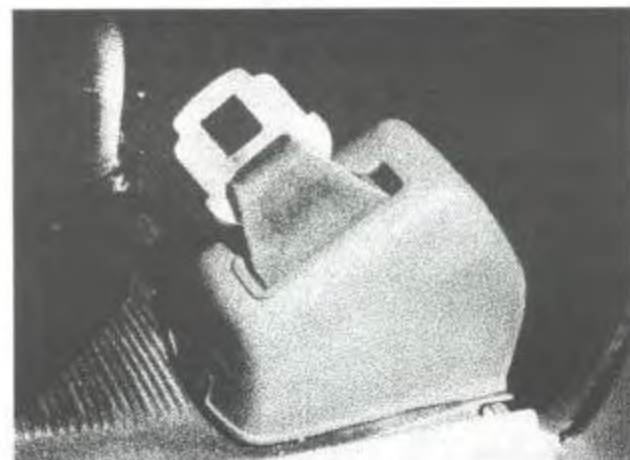


## Technical TIPS

Having formed the habit of "buckling up" in my daily driving and realizing how rumble seat passengers (usually children) could be thrown out in the event of a collision, I decided to install seat belts in my 1938 Special Convertible Coupe.

I was able to find brown GM belts that match my interior at a wrecking yard. The retractor and female latches had to be placed to the rear of the seat, there being no room at the side. So you have to remember to buckle up before shutting the door.

The floor beneath the front belts was strengthened with flat steel stock running front to back between strong points.



Seatbelt & Retractor located behind front seat.



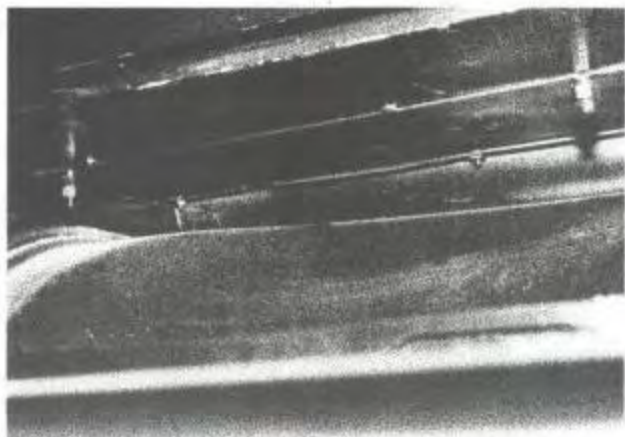
Seatbelt on passenger side with the two parts, male and female, connected.

## SEAT BELT INSTALLATION ON A CONVERTIBLE

By Wayne Yonce (#1034)

And a continuous piece of steel stock was placed under the plywood to anchor the rumble seat belts.

I don't think any car club deducts points for seat belts, but I'm willing to sacrifice originality for a sense of security if they do.



Steel stock to strengthen anchors under rumble seat



Center and side seatbelts behind front seat.



# REPRODUCTION *Parts* FOR SALE

1936-1940 Sidemount nuts, all series.....	\$ 1.00 ea
1937-1963 Muffler clamp, straight eight.....	\$ 5.00 ea
1937-1938 Horn ring, chrome plated brass.....	\$ 90.00 ea
1937-1938 Horn ring, unplated brass.....	\$ 65.00 ea
1937-1948 Firewall grommet (wiring harness) from engine to dash .....	\$ 5.00 ea
1937 Parking Light lens.....	\$ 30.00 pair
1938 Parking Light lens.....	\$ 30.00 pair
1934-1953 Series 40 Manifold gaskets.....	\$ 7.00 ea
1931-1953 Distributor Cap, 8 cylinder.....	\$ 8.00 ea
1931-1950 Distributor Rotor, 8 cylinder.....	\$ 4.00 ea
1937-1953 Point set, 8 cylinder.....	\$ 5.00 ea

Add 10% for shipping and handling. Minimum shipping charge \$3.00

**Joe Krepps**  
2486 Pacer Lane South  
Cocoa, FL 32926-2606  
(407) 636-8777

## NEW *Members*

**David McLaughlin (#1193)**  
311 Hilton Dr.  
South Windsor, CT. 06074  
37-41

**Dan Newton (#1197)**  
708 Sunningdale Dr.  
Inkster, MI 48141  
37-41

**Randy Caillier (#1202)**  
1464 Via Coronel  
Palos Verdes Estates, CA. 90274  
37-80C

**Richard Mailand (#1194)**  
Box 16  
960 Church St.  
Bohemia, NY. 11716  
38-61

**Tom Martindale (#1198)**  
3869 Winkle Ave.  
Santa Cruz, CA. 95065  
38-66S

**Harry Keper (#1203)**  
Box 3449 R.F.D.  
Long Grove, IL 60047  
38-41

**Walter Fowler (#1195)**  
Box 309 RD 3  
Greene, NY 13778  
38-61

**Robert Cavin (#1199)**  
P.O. Box 126  
Mineral, WA 98355

**Dr. (LTC) Ernest Ricci (#1204)**  
U.S. Army  
HQ-EUCOM, Unit 30400  
Box 1048  
APO AE 09128

**Laurence Mahle (#1196)**  
RD #2 Box 273  
Clarion, PA. 16214  
38-61

**Roger Tollefsrud (#1200)**  
Route 2, Box 169  
Spring Grove, NM 55974  
38-41

**Edward Calvert (#1205)**  
8844 Ardendale  
San Gabriel, CA. 91775  
38-44

**Ralph Rodriguez (#1201)**  
11811 Hollyview Dr.  
La Mirada, CA. 90638



# Parts FOR SALE

## • 1938 PARTS

Outside Door Handles.....	\$10. each
Outside locking handles.....	\$12. each
Dash ash trays.....	\$10. each
Left & right grilles, very good.....	\$125. pair
Tail lights complete.....	\$70. pair
Dome light cover (80 Series) excellent.....	\$35.
Horn buttons.....	\$10. each
Roadmaster Rims.....	\$35. each
Headlight trim, left & right.....	\$30. pair
Headlight assemblies.....	\$50. each
Canadian hubcaps, worn but repairable.....	\$15. each

## • 1937 PARTS

Doors, good, 40 Series.....	\$40. each
Hood, 40 Series.....	\$40.
Hood side panels, 40 series.....	\$25. each
Front fenders, 40 series.....	\$75. each
Hub caps, excellent, US caps.....	\$100. set

*John Baine (#1090)*

*RR2*

*Bradford, Ontario*

*Canada L3Z 2A5*

*(905) 775-2622*

• **Parting 1937 & 1938 Specials and a 1937 Limited.** The following is just a portion of the parts available. Call with your needs.

## • 1937 PARTS

NOS Special Flywheel and ring gear.....	\$125.
Trunk Handle, with key.....	\$25.
Gauge cluster with working temperature gauge.....	\$75.
Special Generator, 918G.....	\$75.
Defroster motor and dash vents.....	\$100.
Special Sidemount fenders and brackets, dents, no rust... ..	\$800.
Gas Tank, 40/60 Series, clean and straight.....	\$150.
Large Series manifold, complete, cracked center section.....	\$200.
AA-2 complete, rebuildable.....	\$150.
Century radiator.....	\$75.
Trunk back Sedan Trunk Lid.....	\$75.
Large Series Starter, working condition.....	\$ 75.
Century motor and transmission, complete with original starter, fuel pump, carburetor, air cleaner and generator.....	\$1,500.
40/60 Series gas tank straps, 4 pieces.....	\$ 50.
Large series transmission.....	\$ 250.
Special starter, working.....	\$ 65.
Coupe trunk lid hinges.....	\$ 25. pr



(Parts For Sale continued from page 20)

37-38 Large Series Oil Bath Air Cleaner, Complete.....	\$75.
37-38 40/60 Series Rear Radio Hangers.....	\$20. each
37-38 Special Air Cleaner.....	\$50.
37-38 Century Left Running board, solid and straight.....	\$125.
37-38 Sedan Rear Arm Rest.....	\$75.
37-38 Upper sidemount irons.....	\$ 50. pr
37-38 Large Series transmission cluster gear, NOS.....	\$150.
37-38 Large Series transmission reverse idler gear, NOS... ..	\$ 50.
37-38 Sidemount Covers, excellent condition.....	\$700. pair
37-38 Century Sidemount covers, missing faceplates.....	\$250. pair
37-38 Special running board cores. Straight & rust free.....	\$200. pair
Special radiator.....	\$ 75.
Special complete intake/exhaust manifold with heat riser	
AA-1 carb, vacuum starter switch and linkage.....	\$300.
Special rims.....	\$ 25. each
Rear springs, 40/60. Good condition.....	\$100. pair
Headlights, complete.....	\$150. pair
Radio delete plates.....	\$ 15.
Coupe garnish moldings .....	call for prices
Hubcaps.....	\$ 10. each
Gas pedal with good hinge.....	\$ 20.
Small & large series throttle linkage, complete.....	\$ 25.
Big Series Rocker assemblies, complete.....	\$ 65.
37-38 Special flywheel, excellent teeth.....	\$ 75.
37-38 Rear fender splash aprons.....	\$ 15. each
37-38 Big Series manifold ends.....	\$ 50. each
Fender lights.....	\$ 65. pair
Trunk lights with good lenses.....	\$ 50.
Tail lights with lenses, all series.....	\$ 50. pair
Wiper transmissions.....	\$ 50. pair
Special manifold.....	\$100.
Throttle cable.....	\$ 20.
Special transmission.....	\$100.
Rear view mirrors.....	\$ 15.
Steering column support with ignition, keyed.....	\$ 35.
Splash pans.....	\$ 35. pair
Rear motor mounts.....	\$ 15. pair
Headlight switches.....	\$ 20.
40 & 60 series doors.....	\$ 50. each
Radio grills.....	\$ 15.
Wiper motors.....	\$ 15.
Front vent window frames & mechanisms.....	\$ 25. each
Trunk hold up arms.....	\$ 20.
Sun visors.....	\$ 15. each
Steering sectors.....	\$ 50.
Bumper arms.....	\$ 15. each
Bumpers.....	\$ 30. each



(Parts For Sale continued from page 21)

Deluxe heater.....	\$ 75.
Horn button.....	\$ 25.
Steering wheel.....	\$ 50.
Center stainless emblem.....	\$ 15.
40/60 running board brackets.....	\$ 50. set
37-38 Special exhaust valve body, working.....	\$ 50.
80/90 rear motor mounts.....	\$ 40. pair
80/90 running board brackets.....	\$ 50. set
80/90 trunk support arm.....	\$ 20.
<b>• PARTING BIG SERIES MOTOR, CALL WITH YOUR NEEDS</b>	
'37 Limited sidemount covers, very nice.....	\$400.
<b>• 1938 PARTS</b>	
Headlight adjusting buckets and reflectors.....	\$75. pair
Defroster motor and dash vents.....	\$50. set
Center grille stainless molding, very nice.....	\$175.
Radio and Aux. Speaker.....	\$150.
Buick Center Grille Crest.....	\$35.
Horn rings.....	\$ 75.
Trunk emblem.....	\$ 35.
Deck lid, no rust.....	\$ 75.
Breather tubes, Small (248) and Big (320) Series Engines .....	\$ 10. ea
Trunk hold-up arms.....	\$ 20.
734Z starter with solenoid.....	\$ 50.
Horn buttons.....	\$ 10.
Radio hole plugs.....	\$ 15. set
Special hood lettering.....	\$20. pr
De-froster ducts.....	\$15. pr
Wiper transmissions.....	\$50. pr
'38 Special rims.....	\$ 35.
Rear license plate stand, bracket & light.....	\$ 35.
Bumper guards.....	\$ 25.
Tail lights, complete.....	\$ 75. pair
'38 assist straps with screws.....	\$ 15. each
Clock with complete wire harness.....	\$ 25.
Cowl stainless trim, very nice.....	\$ 20. pair
Throttle cable.....	\$ 20.
Special radiator.....	\$ 75.
Battery tray.....	\$ 20.
Special transmission.....	\$100.
Generator.....	\$ 50.
Manifold.....	\$75.
Hood sides & tops.....	\$ 25. each
Right side grille.....	\$ 75.

All parts plus shipping

Dave Tacheny (#997)

11949 Oregon Ave. N.

Champlin, MN. 55316 (612) 427-3460

(Parts For Sale continued from page 22)

• **PARTS FOR 1938 BUICK SPECIAL**

Exhaust manifold.....	\$70.
Center grille stainless strip, very good condition.....	\$150.
Hood hinges, 2 sides.....	\$75.
Running boards, need recovering.....	\$80.
Hood emblems.....	\$35.
Water temperature gauge, works.....	\$50.
Dashboard.....	\$50.
Gas tank.....	\$75.
Hood, both sides.....	\$50.
Head.....	\$100.
Radiator.....	\$100.
Front fenders.....	\$45. each.
Hood side panels.....	\$50. each
Hood center strip, original.....	\$95.

All parts plus shipping. Send SASE for list of other assorted parts.

J. Kassakian (#26)  
c/o The Carpet Gallery  
117 Water St.  
Rt. 206 North  
Newton, NJ 07860  
(201) 383-5475

---

• **1937 BUICK PARTS**

Parking lights with pot metal.....	\$ 65. set
NOS parking light lens.....	\$ 40.
Pot metal for parking light (very good condition).....	\$ 25.
Trunk lid light.....	\$ 20.
Clock.....	\$ 25.
Gauges.....	???
Hood stainless hinge (60).....	\$ 65.
Steering column (60).....	\$ 35.
Rear leaf springs, used but good.....	\$ 85. set
Trunk lid (very good, no rust, hump back).(40-60).....	\$100.
4-Door stainless body molding (40-60).....	???
Front bumper (40-60).....	\$ 55. each
Drivers side rear fenders (40-60).....	\$ 50. each
Big Series Engine.....	\$350.

• **'37-'38 PARTS**

Hydraulic lifters, cam, rocker assembly, push rods (Big Series) .....	\$225. set
Used headlight switch.....	\$ 3.5
Buick hose clamps set.....	\$ 20. set
Rear Window Shade.....	\$ 40.
16" beauty rims.....(40).....	\$ 10. each
Intake and exhaust manifold (40).....	\$ 45.
Thermostat housing (40).....	\$ 15.
NOS rocker arm shaft with bushings.....	\$110.



(Parts For Sale continued from page 23)

New Car cover, never used..(40/60).....	\$ 75.
Wing vents (front, 40/60).....	\$ 45.
Steering column (40/60).....	\$ 45.
Door hinges (40/60).....	\$ 20. each
Sun visor brackets (40/60).....	\$ 30.
4-Door sedan doors in very good no rust condition.....	\$400. set
Rear Motor Mounts (Core only, 60).....	\$ 25. set
Synchronizer gear, (60, 80, 90)..like new, in the box.....	\$ 75.
Air Cleaner (60,80,90).....	\$ 45.

• **1938 PARTS**

AAV-1 Carb with choke (40).....	\$120.
5 Post voltage regulator (used).....	\$ 30.
Plate under fender, under passenger side tail-light.....	\$ 8.
Passenger side tail light lens holder.....	\$ 10.....
Battery Box with hold down bracket.....	\$ 45.
Transmission (40).....	\$100.
NOS Cluster Gear.....(40).....	\$ 85.
NOS input or pilot shaft (40).....	\$ 65.
16" wheels (40).....	\$ 35. each
New fuel pump kit (40).....	\$ 15.
Hood (40).....	\$ 50. set
Bumper (front, no hole in the center) (40/60).....	\$ 50.
Trunk lid (like new, painted black) (40/60).....	\$125.
Dash (40-60).....	\$ 25.
Engine splash pans (60).....	\$ 55. set
Engine (60, 80, 90).....	\$350.

All prices plus shipping. Call between 9 AM & 1 PM EST Monday to Friday or anytime on Saturday and Sunday.

David Bylsma (#177)  
7802 Chevalier Ct.  
Severn, MD. 21144  
(410) 551-7236

• **1938 SPECIAL PARTS** All parts in good condition; over 25 years in dry storage

Engine; short block consisting of: crank, pistons, oil pan, cam, timing gears and cover. You pick up.....	\$100.
Bell housing.....	\$25.
Flywheel and pressure plate.....	\$25.
Starter w/solenoid. P/N 734Z.....	\$50.
Generator P/N 1101052.....	\$40.
Generator bracket.....	\$10.
Harmonic balancer with pulley.....	\$20.
Intake and exhaust manifold, no cracks.....	\$150.
Distributor and cap. P/N 1110815.....	\$40.
Coil.....	\$15.
Water pumps (3).....	\$25. each
Fuel pumps (2) w/ sediment bowl.....	\$25.

(Parts For Sale continued from page 24)

Engine side covers (2 types).....	..\$15. each
Valve lifters.....	\$35./set
Valve cover.....	\$20.
Rocker arm assembly.....	\$20.
Oil pump and pick-up.....	\$30.
Water outlet (goose neck).....	\$15.
Transmission w/ shift lever.....	\$125.
Rear end assembly, complete. You pick up.....	\$150.
Brake drums, front and rear.....	\$25. each
Wheel, original paint and pin stripe, 16 in.....	\$4.
Bumper brackets, front and rear.....	\$15. each
Steering column, complete.....	\$75.
Radiator, excellent.....	\$150.
Coil spring.....	\$20.
Running board w/brackets.....	\$200. pair
Battery bracket.....	\$15.
Battery tray.....	\$15.
Gravel shields (Splash pans), fit along sides of engine.....	\$50. pair
Pedal levers for clutch and brake.....	\$20. each
Master cylinder.....	\$40.
Headlight buckets, complete with all internals, trim, reflectors, adjustment arm, excellent condition.....	\$125. pair
Headlight lenses, no cracks.....	\$25. each
Glove box door with clock and latch.....	\$45.
Brake linings, NOS GM (8 piece set), have 2 sets.....	\$30. set
Wheel cylinders, 2 used.....	\$10. each
Wheel cylinders, 2 new GM 520-T7.....	\$20. each
Clutch plate, new Monmouth brand NAPA.....	\$45.
Throw out (clutch release) bearing, new, Federal #1034.....	\$20.
Voltage regulator.....	\$40.
Horns (2).....	\$20. each
Trunk latch assembly w/handle, license light and bracket, lock.....	\$35.
Headlight bezels, clamps & flat clips good, one w/wire spring clips, one without ..	\$70. pair
Tail light assemblies, w/bezels & lenses, minor chipping on base of lenses, hidden	\$70. pair
Shocks, Front.....	\$40. each
Shocks, Rear.....	\$15. each
Clutch pan (dust cover).....	\$20.
Parking light housing, complete, including trim, lenses not included .....	\$75. pair
Horn button bezel, excellent.....	\$25.
Door handles, outside, very good (2).....	\$25. each
Door handle, inside.....	\$15.
Window crank.....	\$20.
Gas tank door.....	\$20.
Sun visor & hardware.....	\$20.
Speedometer cable.....	\$10.
Ash tray.....	\$10.
Spare tire clamp (2).....	\$10. each



(Parts For Sale continued from page 25)

Head light switch.....	\$20.
Trunk hinges, excellent.....	\$130.
Wiper motor.....	\$20.
Wiper arm (1).....	\$15.
Parking brake lever assembly.....	\$20.
Gasket set, NOS GM P/N 1393593.....	\$20.
Grab Bag Special.....	\$5.
<b>• 1937 SPECIAL PARTS</b>	
Hood, complete including side panels, all trim, handles, original paint, excellent condition less center chrome strip.....	\$125.
Grille center strip, no dents, with clips, excellent.....	\$125.
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**• 1937 ROADMASTER 80 SERIES ONLY**

Pair of recast trunk hinges, 80 Series, need refinishing.....	\$ 90.
4 Stainless door latch plates.....	\$ 6. each
2 Roadmaster hood louvers, left and right.....	\$ 35. each
Front seat frame, adjuster. Excellent wood, no springs.....	\$150.
Running board, driver's side, rubber chipped, needs recovering, some surface rust. No rust-out.....	\$ 70.
Roadmaster Sedan (use for convertible sedan), floorpan. Rust free. Spotwelds drilled out or remove.....	\$275.
Waterpump, NOS.....	\$ 60.
Inside window frames.....	\$6-10. each
<b>• 1937 ROADMASTER CONVERTIBLE SEDAN PARTS</b>	
Recast convertible top center hook. Mounts on divider bar of windshield.....	\$ 55.
Pair of recast flippers, follows rear window when lowered.....	\$16.5
Recast bracket for wood header to mount mirror.....	\$ 60.

**• 1937 PARTS - ALL SERIES**

Front nose section to hold grille. Bare, no air baffle.....	\$ 65.
Sidemount tire bracket.....	\$ 50.
Set of 4 repro hubcaps. Foreign made. Looks like BUICK letter, but not quite BUICK.....	\$ 65. for 4
Headlight bucket, bare.....	\$ 50.
Vacuum starter switch, NOS.....	\$ 50.
Delco Remy Voltage Regulator, NOS.....	\$ 55.
Inside dash light.....	\$ 10.
Radio, rebuilt.....	\$350.
Radio, used.....	\$100.

**• 1937 SPECIAL PARTS**

Rechromed front bumper (or trade for Roadmaster bumpers).....	\$150.
Under seat battery cover.....	\$ 15.

(Parts For Sale continued from page 26)

Misc. inside window frames.....	\$4.-\$6. each
NOS Stromberg carb kit plus AA-1 NOS carb.....	\$150.
NOS, in box, Heavy Duty Oil bath air cleaner. 40 Series.....	\$ 75.
Set of radiator support rods.....	\$ 20.
NOS pair of trunk hinges.....	\$135.
Pair of trunk hinges, 1 possibly NOS.....	\$100.
Oil pump repair kit.....	\$ 30.
NOS waterpump repair kit.....	\$ 25.
NOS pushrod.....	\$ 9.
Transmission lever shifter parts kit.....	\$ 15.

• **1938 PARTS**

Grille, 2 pieces, has pits but no cracks.....	\$115.
Front bumper, 2 brackets, 1 guard. Straight but need to be re-chromed. ....	\$120.

All Parts Plus Shipping

*David Powers (#894)*

*27732 Paseo Barona*

*San Juan Capistrano, CA 92625*

*(714) 493-1199*

• **1937 SPECIAL TRANSMISSION.....\$50.**

*Bob Graham*

*Victorville, CA.*

*(619) 245-6124*

• **1937-1938 NOS PARTS**

'37-40 Universal Joint Assembly #1288621.....	\$75.
'37-40 Transmission 2nd & 3rd Speed Sliding Sleeve #1295996.....	\$20.
'37-40 Second Gear #1295995.....	\$35.
'37-'38 80-90 Lower steering knuckle support pins #1291940. ....	\$20. ea
'37-'38 Big Series Clutch pressure plate, plate only #1315704... ..	\$40.
'37-'38 All Series-Transmission Main drive bearing, front #954379.....	\$20.
'37-'38 40-60 Lower inner control arm shaft, less bushings. #1393411..	\$30.
'37-'38 40-60 Right front shock absorber #1947A.....	\$85.
'38-40 Transmission 2nd & 3rd speed sliding sleeve.....	\$20.
'38 40C-41-47-48 with regular springs,	
'38-46-46C-46S-66C-66S 200 lbs overload rear coil spring #1306461.....	\$40.
'38-40 after engine #4-3445305 Rocker arm assembly, used..	\$35.
'37-'38-40 Transmission mainshaft pilot roller bearings.....	\$5. set

All parts NOS except as noted. Please add 15% for UPS delivery

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*56 Dartmouth St.*

*Lynn, MA 01904*

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## Parts WANTED

### PARTS WANTED for '38:

- 1938 Century emblem that mounts on the hood side panel

David Bylsma (#177)  
7802 Chevalier Ct.  
Severn, MD. 21144  
(410) 551-7236

### PARTS WANTED for '37:

- For 1937 Roadmaster. Front bumper, with bumper brackets if possible. Buy or trade for small series bumper. Rear gravel shield. Fits inside rear bumper. Ashtray for rear seat arm rest. Outside door handles, good condition. 3 5/8" long shank on handle to go through door. One or two inside sun visors or brackets, convertible only. One window frame for vent window, convertible only. Convertible top parts. Accessories, 1937 or 1938. Any unusual? Pair of rear bumper brackets. One NOS or excellent used babbit rod, standard size bearing. Rear main seals and timing cover gasket set.

David Powers (#894)  
27732 Paseo Barona  
San Juan Capistrano, CA 92625  
(714) 493-1199

### PARTS WANTED for '38 SPECIAL:

- Right Rear Fender
- Fender Light Chrome Trim
- Fender light bullet glass. Will trade for '37 rounded type glass.

Terry King (#826)  
Los Angeles, CA  
(213) 413-7901

### PARTS WANTED for '38:

- Grille (no pitting, dents etc.)
- Dashboard • Front Bumper Badge

Bill Whyte (#968)  
Clerk's Acre  
Lodgehill Road  
Nairn,  
IV12 4SZ  
Highland Region,  
Scotland  
Tel: 01144 1667 452201  
FAX: 01144 1667 456033

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**WANTED: 1937 Buick 40 or 60** series two-door coupe. Must be a very good driving car, not a show car (about a 7 to 8 rating). To be based in Miami, FL. Please send pictures and description to:

José Pardo (#558)  
AA 7793  
Cali, Colombia

**WANTED: 1938 Buick Century or Roadmaster convertible** or convertible sedan to restore, or an older restoration or original in presentable condition. Also a 80 or 90 series parts car.

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## Cars FOR SALE

• **1937 Model 41 4 Door Trunk Back Sedan**

Body-off-the-frame project. Car disassembled but not completed. Dirty work done. Body dipped, frame cleaned and painted. Rolling chassis. Body sitting on frame with rebuilt short block. Has rebuilt head, oil pump, new gaskets. Rebuilt transmission. 4 new shocks. Some spare parts. Needs finishing and assembling.....\$2200.

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27732 Paseo Barona  
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• **1938 4-Door Trunk Back Sedan Model 41**

Radio and heater. Plain fenders. New light gray interior. New woodgraining, glass and wiring. Rebuilt 1940 motor. Running Boards need to be redone and new paint. Some extra parts. In storage 5 years. #3 condition. \$4,200.

**Mike Scudder (former member)**  
23311 Kings Forest  
Hockley, TX. 77447 (near Houston)  
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• **1936 Roadmaster 4-Door Convert. Sedan**

Light yellow body with brown fenders. Dark brown top with medium brown leather interior. In nice condition with Tripp lights, wsw tires, radio and heater.....\$35,000.

**Ray Lawson (#16)**  
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Troy, MI. 48098  
(313) 879-1151



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(410) 551-7236

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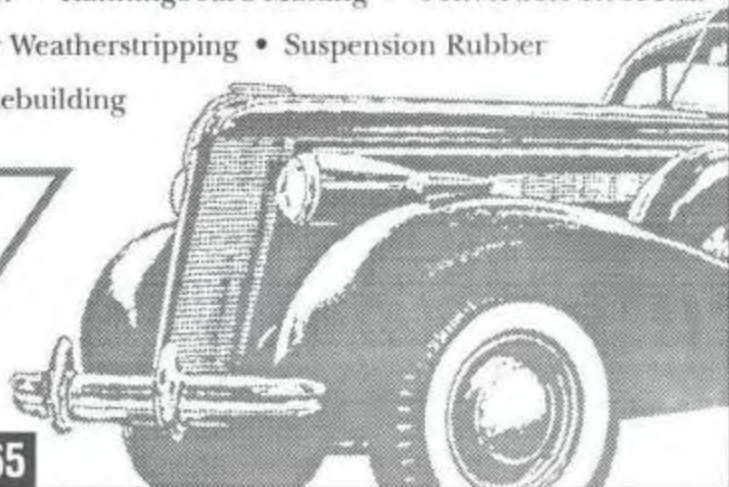
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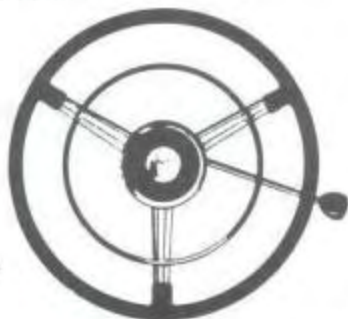


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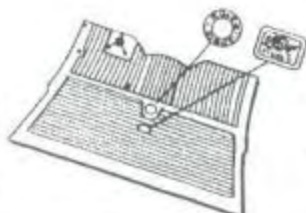
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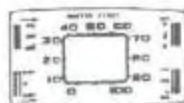


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